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FOREIGN SERVICE DESPATCH

FROM : Amcongen DHAIRAN

100

DEF

TO : THE DEPARTMENT OF STATE, WASHINGTON.

October 12, 1960.

DATA

REF : ConGen Despatch 62, September ~~62~~ 7, 1960

35 For Dept. Use Only	ACTION	DEPT.
	REC'D	OTHER
	10-19	FAA-5 ARMY-4 NAVY-3 AIR-6 CIA-10 Comu-10

SUBJECT: Lost Kalinga Airways Plane.

CAB-6 NSA-2 INT-7

On July 10, 1960, a Kalinga Airways plane chartered to the Gulf Aviation Company disappeared enroute from Doha, Qatar to Sharjah, Trucial States. According to a Gulf pilot, his company often charters planes, with crews, from this Indian company. He believed that the pilot, unconcerned with navigation, was unaware that he had a 30 mile per hour tailwind and, finding himself in a heavy dust haze at the end of his prescribed flying time, let down into the Omani mountains. No trace of the plane has yet been found, and the Acting British Political Agent at Dubai speculates that it completely missed the peninsula and went down in the Gulf of Oman.

986D.72/10-1260

Walter M. McClelland
American Consul

CC: Amembassy JIDDA

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By RA NARA Date 11/07/04

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No. 62
DESB NO

TO : THE DEPARTMENT OF STATE, WASHINGTON.

September 2, 1960 SEP 10 1960

REF

2	ACTION	DEPT.	FOR DEPT.
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SUBJECT: Troubles of Gulf Aviation

8860.72/9-75C

As the Political Resident told the story, Iran Air lately requested that reciprocal flights be undertaken between Sharjah and Bandar Abbas in Iran, which Gulf Aviation agreed to on a weekly basis. The flights had scarce begun before a point was made in Tehran that Gulf Aviation, having its headquarters in Bahrain, is in effect an Iranian airline; a point that, of course, the Bahrainis could not concede. Gulf Aviation thereupon suspended its own flights to Bandar Abbas and requested Iran Air to suspend its flights to Sharjah. However, Iran Air has on at least two occasions sent flights into Sharjah. Passengers for Sharjah have been permitted to disembark but no passengers were permitted to embark and the planes were sent back to Bandar Abbas on an immediate turn-around basis.

A representative of British Overseas Aircraft Corporation, which owns 51 per cent of the stock of Gulf Aviation, Ltd., came out from London lately to discuss this problem and others. He told the Resident that BOAC was seriously contemplating dispensing with its share of Gulf Aviation, which produces only about five thousand pounds yearly of profit and which is now in need of considerable replacement. (Gulf Aviation operates a flight of about 3 Herons and 2 Doves.) He said, however, that if the shares now held by BOAC could not be fully subscribed in the Gulf itself, BOAC might be willing to hold on to as much as 20 per cent of the total shares. In addition to the 51 per cent held by BOAC, individuals in Bahrain hold 35 per cent of the shares while individuals in Qatar hold the remaining 14 per cent.

On hearing that a change in the ownership of Gulf Aviation might take place, the Ruler of Bahrain promptly suggested that Gulf Aviation should become Bahrain Airlines, although he did not indicate how many of the shares he would pick up. At the same time the Ruler of Qatar said that he, too, would like to have an airline of his own called Qatar Airways, which he would build on the base of

WKSchwinn:amc:9/7/60
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Page 2 of
Encl. No. _____
Desp. No. 62
From Amcongen DHAHRAN

Gulf Aviation, Ltd.

The Resident said that he was determined that Gulf Aviation should not fall into the complete control of any one of the Shaikhdoms that it now serves. He hopes that funds can be raised throughout the Gulf that would permit the establishment of what he called "a little SAS", financed by individuals throughout the Gulf and serving all its parts.

COMMENT: Gulf Aviation, Ltd. serves a highly useful function in the Western and Southern part of the Persian Gulf. Its existence permits rapid communications among the various Shaikhdoms and is, therefore, one of the few cohesive forces in the area. Its record of safety has been good, being marred lately by the disappearance over the Trucial States of a chartered aircraft in July. Whether or not funds can be raised to take over at least some of the shares now owned by BOAC and to provide for the replacement of equipment, which must take place in the relatively near future, remains to be seen.

Walter K. Schwinn
Walter K. Schwinn
American Consul General

cc: Amembassy JIDDA

Department pass copies to:

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Via Air Priority

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FOREIGN SERVICE DESPATCH

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FROM : Amcongen DHAHRAN

TO : THE DEPARTMENT OF STATE, WASHINGTON.

REF : ConGen Despatch 100, October 12, 1960.

December 21, 1960

67 For Dept. Use Only	ACTION NEA-4 REC'D 1/9	DEPT. IN F O OTHER CIA-10 COM-10 CAB-6 AIR-4 FRA-5 NAV-4
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SUBJECT: Mystery of Missing Kalinga Airliner Appears To Be Solved.

There is enclosed a copy of the lead story in the Gulf Daily Times, a Bahrain publication, of December 14, 1960, concerning the British Residency's solution to the mystery of the missing Kalinga Airways plane. This aircraft vanished without trace on a short trip between Doha, Qatar, and Sharjah, Trucial States, on July 10, 1960. According to the article one of the passengers "may have been an arms smuggler" employed by the Omani rebels. According to a discussion with the Consul General, British Residency officials indicated, however, there may have been two suspected arms smugglers on board the aircraft. The Residency's theory is that the smugglers were carrying arms (probably mines) in their baggage and that the vibration of the aircraft set them off. There has been no suggestion that the explosives were put aboard the plane for the purpose of destroying it or any persons aboard.

COMMENT:

The destruction of the Kalinga Airliner was so complete that no trace of the plane has yet been found in spite of an intensive search in all likely areas. The possibility that an explosion took place in the aircraft is therefore not unlikely. The connection between arms smugglers and the Omani rebels is also likely since this is the principal reason for smuggling arms into the Trucial States and through the Trucial States into Oman.

Walter K. Schwinn
American Consul General

Enclosure:

Article from Gulf Daily Times,
dated December 14, 1960.

Cc: Amembassy Jidda.

WM McClelland
REPORTER

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986D.72/2-2160

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1960 DEC 29

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Page 1 of
Encl. No. 1
Desp. No. 155
From Amcongen DIAHRAN

Copy of Article from the Gulf Daily Times dated December 14, 1960.

"Lost" Gulf Airliner Mystery Solved.

Bomb Used Inside Doha-Sharjah Plane
By Editor Ken Edghill.

The 13 passengers on the short flight to Sharjah did not have much baggage, and the porters at Doha Airport worked with a will loading the cases and parcels into the rear compartment of the Dakota Aircraft. Little did they know as they neatly stacked the baggage that they were loading a cargo of death.

Hidden in one passenger's luggage was explosive. A short time after the plane took off, an explosion in the luggage compartment shattered the plane, killing all the passengers and the crew of three. So severe was the blast that no trace of the plane has since been found.

That was the scene reconstructed for me yesterday by an official spokesman of the British Residency, Bahrain, to solve the five-month mystery of the Kalinga Airways plane which vanished without trace on the short trip between Doha and Sharjah on July 10.

The plane, which was on charter to Gulf Aviation, was known to be on course, and no distress call was heard from it.

The spokesman told me "One of the passengers may have been an arms smuggler employed by the Omani rebel leader Talib bin Ali. His name was Harib Hajji al KABI, and he boarded the aircraft at Doha.

"A man of this name was active as an arms smuggler from 1958 and was paid by the Omani rebel leaders in Saudi Arabia to smuggle arms into the interior of Oman.

"He was believed to have been illegally carrying explosives with him in the ill-fated Kalinga aircraft and may thus have been responsible for the death of his fellow passengers and the crew.

"Official opinion is that he was probably carrying mines for use in Oman."

The number of innocent victims in the Kalinga aircraft accident is in marked contrast to the situation in Oman, where there has been no fighting at all since January 1959. Rebels have been able to do no more than smuggle in a few individuals to lay mines.

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Page 2 of
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Desp. No. 155
From Amcongeng DHAHRAN

A mine explosion in July 1959 killed a British soldier. This was the only fatal British casualty in Muscat and Oman since the capture of Jebel Akhdar.

Since January 1959, only six Arab members of the Muscat Army have been killed by mines and four civilians.

It may be significant that only a few days ago Cairo Radio broadcast a news item describing an incident which in many ways resembles the Dakota incident.

They told how an Omani fida'i was arrested by British forces in the Zahiran region, 100 kilometers from Buraimi. "He was hastily taken off in a British military aircraft. He had concealed a hand grenade upon him which he exploded inside the aircraft, causing the deaths of its pilot, two other British officers, some soldiers and the captured man himself" said the broadcast.

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INCOMING AIRGRAM

Department of State

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PAGE 1 OF 2 PAGES

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Date Sent:

Rec'd:

October 13, 1961

OCT 16 10 47 AM '61

E-13

Info

FROM: Embassy Beirut

TO: Substate OFFICER

NO: A-77

TO INFO: Embassy Beirut
Embassy Jidda

A-9

A-31

FAA-5

CAB-8

AIR-2

ARMY-11-1

NAVY-4

OSD-20

CIA-15

COM-6

Arch H. McKellar, American pilot Trans- Arabian Airways informed Embassy officer tenth that TAA may soon be in market for American management contract. He stated that relationships between Sheikh Da'aj, TAA owner, and Louis Farah and Robert Gibson who operate as the Lebanese "management element" of TAA, have gravely deteriorated. He added that pilots and crews of TAA, have reached stage revolt, in part owing lack harmony within top echelon, but more importantly owing serious shortage spare parts and frightening caliber airline maintenance. McKellar related, for example, since January 1 there have been "forty featherings" on TAA's two DC-6s. He compared this with his own COC experience (four featherings in ten years entire fleet.)

Embassy informed McKellar it uncertain whether Kuwait falls within FAA or TAA jurisdiction, suggested he might himself approach Jesse Boynton, FAA Regional Manager Beirut, and TAA's Ronnie Duckworth who planning visit Jidda October 13-18.

Embassy has informed Boynton. Embassy Jidda may wish inform Duckworth.

CAA

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Comments: Although McKellar is clearly self-interested and has probably appointed himself as negotiator, as sole American in TAA he is useful source of intelligence. Beirut aviation grapevine reports EACC intends sell out its shares in Kuwait Airways and that Sheikh Da'aj, who allegedly already owns 22% interest that airline, will at that time make strong effort obtain controlling interest. Management of a unified Kuwait airline might well interest a U.S. carrier.

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OCT 18 1961 OUT

ACTION:
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By R/NARA Date 11/07/04

**OUTGOING
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Department of State

84
E-13
RMR-7
DEA-9
EUR-15
ICA-20
INR-8

FAA-5
CAB-8
AIR-2
Com-6
Chancery-1
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OSD-20
CIB-16

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ACTION: Amembassy BEIRUT A-44
Amembassy KUWAIT A-9
Amembassy JIDDA A-21

OCT 20 6 30 PM '61

Page ____ of ____ Pages

Ref: Beirut A-77 to Department, A-9 to Kuwait, A-31 to Jidda.

TWA certificated serve Kuwait by CAB and should therefore have first opportunity any possible management contract Trans Arabian Airways. Department informed TWA substance A-77. Embassy Jidda might also wish inform Duckworth as suggested Embassy Beirut.

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Airgram transmission and
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AV - H. T. Snowden

Clearances:

TRC- NE-Mr. Seely
(substance)

NE-Mr. Hackiston
(substance)

CAB-Mrs. Dillon
(substance)

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Department of State

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PAGE 1 OF 1 PAGES

E-13 FROM: AmEmbassy JIDDA

Date Sent: November 7, 1961

Rec'd:

9860.72/11-761

Info
RM/R-2 TO: Secretary of State WASHINGTON

VER-9 NO: A-34

Nov 10 2 31 PM '61

INFO: BEIRUT A-29 KUWAIT A-15

9860.72 E
Beirut's A-77 to Dept rptd info Kuwait A-9, Jidda A-31.

Refairgram arrived Jidda too late for Embassy to inform Duckworth of TWA. Suggest Dept pass appropriate info to him at New York office of TWA.

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